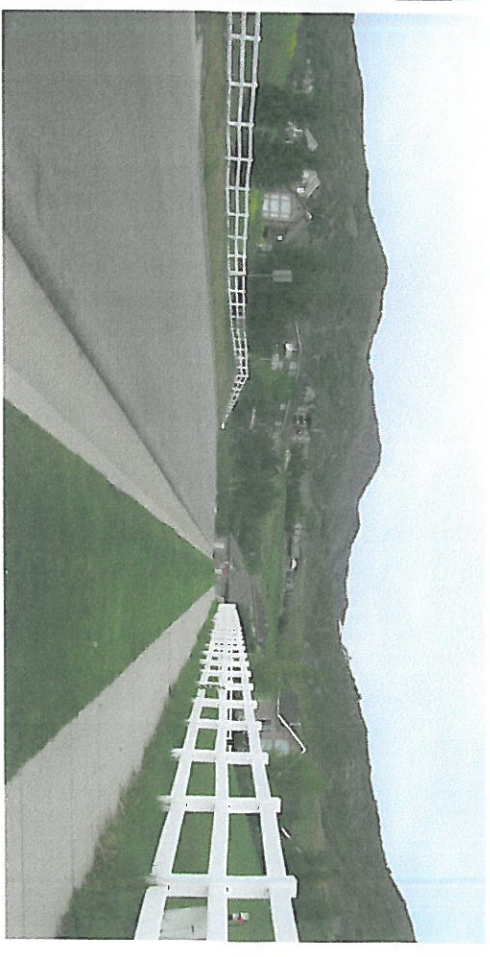
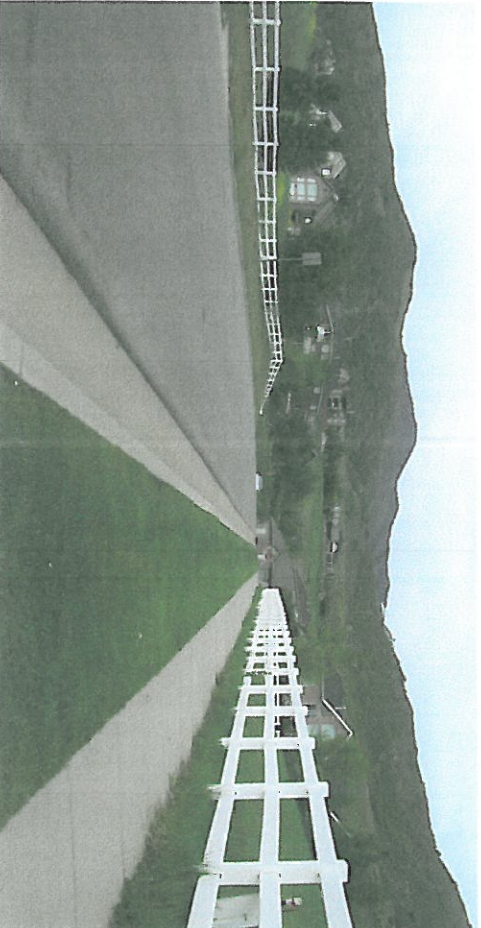


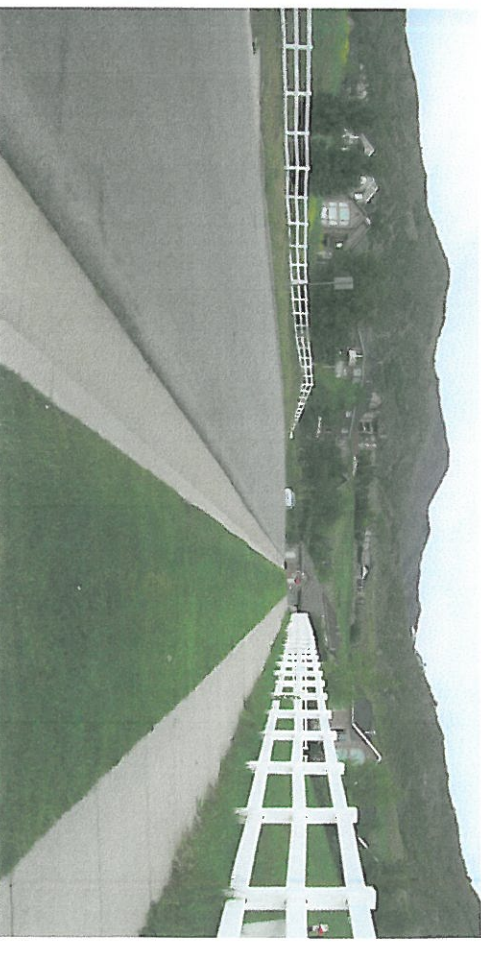
View from fire hydrant at proposed intersection as car above initiates left turn (west) onto 1400 North (car is not visible)



View from fire hydrant at proposed intersection as car above finishes left turn (west) onto 1400 North (car is not visible)



View from fire hydrant at proposed intersection as car above drives westbound on 1400 North after left turn (car is barely visible)



View from fire hydrant at proposed intersection as car above continues driving westbound on 1400 North (car is somewhat visible)



Preparing to make left turn (west) onto 1400 North



Initiating left turn (west) onto 1400 North



Finishing left turn (west) onto 1400 North



Driving westbound on 1400 North after left turn

Petition Opposing 1400 N. Road Connection for Brentwood Estates

(The Subject Property is located at approximately 437 West and 1400 North)

Contact: Coty Erickson, cotyerickson@gmail.com

We, the undersigned Farmington City residents and owners of property affected by the proposed 1400 N. Road Connection to the new Ivory Homes development known as Brentwood Estates, do hereby protest against Farmington City requiring or allowing a road connection in any form between 1400 N. and Brentwood Estates. The reasons for this Petition include:

1. The extremely steep grade of 1400 N., particularly at the point where the connection is being proposed in close proximity to the intersection of 1400 N. and Compton Rd., will result in very significant traffic and public safety hazards that will be present no matter what the weather is like or how well the road connection is engineered.
2. The 24 new building lots in Brentwood Estates will be adequately served by existing roads, including the connection from Cherry Blossom Dr. onto the lower half of 1400 N. and the connection from 1300 N. onto Main St. There is no actual need for a third road connection to Brentwood Estates.
3. The desire to have more road connections should yield to the traffic and public safety hazards that a new 1400 N. Road Connection will impose upon everyone who lives near the proposed road connection or who drives, rides or walks on 1400 N.

	Signature	Print Name	Date	Address	Email	Phone
8.	<i>Joyce A. Ruskauff</i>	Joyce A. Ruskauff	Mar. 01, 2014	561 W 1400 N	<i>jriskauff@msn.com</i>	801-451-7260
9.	<i>Dalene Bryant</i>	Dalene Bryant	3-1-14	553 W 1400 N	<i>dalenebryant@gmail.com</i>	801-451-5613
10.	<i>Victoria Bryant</i>	Victoria Bryant	3/1/14	" "	<i>vbryant204@yahoo.com</i>	(801) 585-3043
11.	<i>Kim Cline</i>	Kim Cline	3/1/14	545 N. 1400 N.	<i>kuncline@yahoo.com</i>	801-447-6279
12.	<i>Rick Cline</i>	Rick Cline	" "	" "	<i>rccline@gmail.com</i>	" "
13.	<i>Diane Nilsson</i>	Diane Nilsson	3/1/14	521 W 1400 N.	<i>dianenilsson@comcast.net</i>	801-447-9258
14.	<i>Leslie Nilsson</i>	Leslie Nilsson	03/01/14	521 W 1400 N.	<i>lesnilsson@comcast.net</i>	801-447-9258



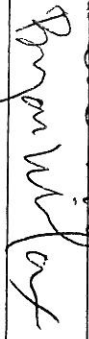
Petition Opposing 1400 N. Road Connection for Brentwood Estates

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	Signature	Print Name	Date	Address	Email	Phone
15.		Chris Moon	4-3-14	641 W. 1400 N.	chris@bpages.com	801-451-7416
16.		STEVE MOON	4-3-14	641 W. 1400 N.	steve@bpages.com	801-451-7416
17.		Bryan Wilcox	4-3-14	1714 Canyon Circle	bwilcoxent@me.com	801-726-6871
18.						
19.						
20.						
21.						

Coty

her

Petition Opposing 1400 N. Construction Traffic for Brentwood Estates

(The Subject Property is located at approximately 437 West and 1400 North)

Contact: Coty Erickson, cotyerickson@gmail.com

We, the undersigned Farmington City residents and owners of property affected by the proposed 1400 N. Road Connection to the new Ivory Homes development known as Brentwood Estates, do hereby protest against Farmington City routing any construction traffic onto 1400 N. for Brentwood Estates, and do hereby request Farmington City to route any such construction traffic onto 1300 N. The reasons for this Petition include:

1. 1400 N. already bears an inordinate burden of construction traffic due to the large amount of residential construction along the Compton Bench.
2. The extremely steep grade of 1400 N. results in very significant traffic and public safety hazards from the large trucks and heavy equipment that struggle to make it up and down 1400 N. regardless of the weather.
3. 1300 N. provides a safer, alternative route for construction traffic than 1400 N.

	Signature	Print Name	Date	Address	Email	Phone
1.	Lauri Pratt	Lauri Pratt	2-28-13	1721 N Compton	mudlakegal@yahoo.com	801-541-4388
2.	Christy Nelson	KRISTA NORTON	2/28/14	1704 N. GRAND VIEW DR. FARMINGTON	kristanorte@msn.com	801-451-7397
3.	Mary Lou Baimemeier	Mary Lou Baimemeier	2/28/14	351 Shepard Ridge Rd Farmington	marylou93@yahoo.com	801-451-2277
4.	Mary Lou Baimemeier	Mary Lou Baimemeier	2/28/14	351 Shepard Ridge Rd Farmington	MARV@MNO.net	451-7955
5.	Heidi Timmons	HEIDI TIMMONS	2/28/14	401 Shepard Ridge Rd	JTtimmons@hamiltonut.com	341-3871
6.	Dale Janet Karen	Dale Janet Karen	2/28/14	358 Shepard Ridge Rd.	janetecarrene@gmail.com	451-5525
7.	Janica Wilcox	Janica Wilcox	2-28-14	1714 Canyon Circle	janica@wilcoxhome.com	801-925-7079

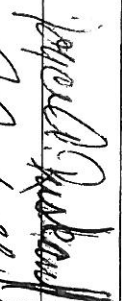



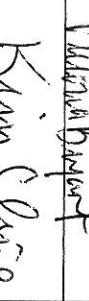
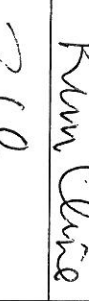

Petition Opposing 1400 N. Construction Traffic for Brentwood Estates

(The Subject Property is located at approximately 437 West and 1400 North)

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8.		Joyce A. Ruskauff	March 1, 2014	561 W 1400 N	jruskauff@msn.com	801-451-7260
9.		Ronald Ruskauff	"	"	"	"
10.		Darlene Bryant	3-1-14	553 W 1400 N	darlenebryant@yahoo.com	801-451-5703
11.		Vidma Bryant	3/1/14	"	vidmabryant2991@yahoo.com	801-868-3048
12.		Kim Cline	3/1/14	545 W. 1400 N.	kumcline@gmail.com	820-1-447-
13.		Rick Cline	"	"	rccline@gmail.com	"
14.		Dan Pratt	4/3/14	1721 N. Compton Road	dpratt@hughesgc.com	801-558-0630







Petition Opposing 1400 N. Construction Traffic for Brentwood Estates

(The Subject Property is located at approximately 437 West and 1400 North)

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16.		Leslie Nilsson	3/11/14	"	lesn11sson@comcast.net	801-447-9258
17.		Alicia Mansfield	3/21/14	1768 Grand View Dr	AM-Mansfield@hotmail.com	801-598-1170
18.		Chris Moon	4/3-14	691 W. 1400 N.	chris@bpaads.com	801-451 4416
19.		Steve Moon	4-3-14	"	Steve@bpaads.com	801-451-7416
20.		Bryan Wilcox	4-3-14	1714 Canyon Circle	bwilcoxrent@me.com	801-726 6871
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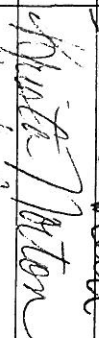
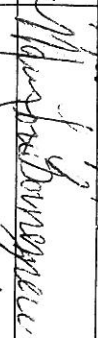
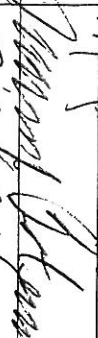

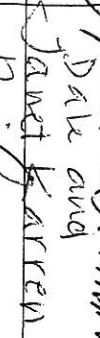

Petition Opposing 1400 N. Road Connection for Brentwood Estates

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1.		Laurie Pratt	2-28-13	1721 N Compton Farmington	mudlakegal@yahoo.com	801-546-4358
2.		KRISTA NORTON	2/28/14	1764 N. GRAND VIEW DR. FARMINGTON	kristanort@msn.com	801-451-7377
3.		Marybeth Inzmeier	2/28/14	351 Shepard Ridge Rd Farmington	marybeth93@yahoo.com	501-451-2117
4.		Heather Petersen	2/28/14	351 Shepard Ridge Rd 401 Shepard Ridge Rd		437-2456
5.		HEIDI TIMMONS	2/28/14	401 Shepard Ridge Rd	uttimmons@yahoo.com	541-3811
6.		Janet Karen Dale and Janet Karen	2/28/14	358 Shepard Ridge Rd	janetkaren@msn.com	558-5585
7.		Jannica Wilcox	2-28-14	1714 Canyon Circle	jannica@cox.net	801-928-7079

Randy M. Orison
1597 Ridgeview Circle
Farmington, Utah 84025

Dear Eric:

I am writing concerning the recent information that I received concerning the Ivory subdivision at the former Johnson residence. I was under the impression that the access question had already been resolved. One of our neighbors recently told us last week that there had been a change in the past decision.

You, the city council and the planning commission certainly will have some difficult decision that you will need to make over the years and this will probably be one of them. I continue to be impressed of those of you who would give of your time, talents and money to serve this community. As citizens, we can at least get involved and be heard on issues that affect us in the community.

I am concerned about the most recent decision. There are a few reasons that I would ask you and the others to consider making the access on 1300 North and not 1400 north. You are certainly aware that 1400 north is a dangerous street in the winter. When our kids were in a car pool, they were hit by a sliding car at the bottom of the street near main. I think if you check the accident reports in the city that you will see there have been several similar accidents on 1400 North. It is very difficult to get up the street many winter days. This street must be one of the most challenging streets in the winter in Farmington. The proposed entrance to 1400 North from the development looks to be very dangerous for those living on the street and the cars coming up and down the street. Those living on 1400 North are seriously concerned about their safety. We are concerned in our neighborhood about all the traffic presently coming down 1400 North and realize additional traffic is going to cause even more safety issues.

Certainly, there is going to be many more homes built in the area that will have no choice but to use 1400 north. The planning commission and city council have a chance to eliminate some of the traffic off of 1400 North at this point, **but will not in the future.**

Someone told me tonight that one of the residents in the Orchards said that it would be great to have another access to the subdivision. I think the point was that the traffic would be split. That probably will not be the case. Most of the traffic will end up using 1400 north.

Certainly the residences of the Farmington Orchards don't want more traffic coming through their neighborhood and apparently showed up to voice their opinions. That certainly would impress any council group however the decision should be made based on what is correct and right. It is my understanding in the original study, 1400 north was a very serious concern for safety. Has that issue really changed?

I have been made aware that the developer and the city planning commission have both recommended that the road be through 1300 North. That sure seems to be the right decision. It

is my hope that you will make the right chose and “**not the chose**” based on lots of people turning out to protest a decision previous made for the right of the community.

I sure appreciate all that you and the others are doing to make Farmington an incredible city to live in.

Thanks in advance,

Randy

May 5, 2014

Dear Eric Anderson,

Hello. I am writing to express my concern about the upcoming decision on the Brentwood Estates area access. We have owned homes off 1400 North for 32 years. We've seen a lot of changes in traffic on that street over time. It's gotten busier that's for sure. As you know the bottom of 1400 North it is quite steep. In the winter if you slide down you just hope that nobody is driving by on Main St. When our children were in an elementary school carpool that's exactly what happened. The Main St. car hit the one our children were in. Fortunately no one was seriously hurt. That was in the 1980's with a lot less traffic on both 1400 North and Main St.

The stretch of road going past Brentwood Estates on 1400 North is very steep. An access road onto 1400 North, especially in winter, would be unsafe. Folks would be better off going a different direction.

Please consider the best and safest options when making your decision.

Sincerely,

Shauna Orison

I am writing to petition the plans of the city planning commission to implement a road to the Brentwood Estates from access to 1400 North. This road would prove to be unsafe for several reasons, many of which have already been reviewed and discussed by the city planners.

However the safety issues were ignored when members of the neighboring subdivision mounted a resistance to a road in their neighborhood and pushed to have the city redirect the road to 1400.

However, SAFETY ISSUES SHOULD NOT BE DECIDED BY POPULAR VOTE.

Please reconsider the proposed plan to have an access road to the Brentwood Estates off of 1400 No.

Thank you,

Sandy Gremillion

307 Grand View Ct.

Farmington, Utah

Elizabeth Droge, PE
13 E 1470 S
Farmington, Ut 84025
(801) 809-5045

Attn: Eric Anderson-Associate City Planner
Attn: Farmington City Council
Farmington City Hall
160 S. Main
Farmington, Ut 84025

Dear Eric and honored Farmington City Council Members,

I am writing a formal comment for the Council to consider regarding the Schematic Plan approval of the proposed Symphony Homes Eastridge Estates Conservation Subdivision. I attended and spoke at the previous city council meeting regarding my concern for potential flooding issues in my neighborhood if the storm water drainage for this development is not managed well. Unfortunately, I failed to communicate effectively and feel the council did not fully understand my concern. I felt even more remiss when I did not have an opportunity to re-address the council to clarify.

To give you a little background about myself, I have practiced as a professional engineer in the State of Utah since 2003. During that time I have worked in various fields of civil engineering including, geotechnical, site development, and transportation. During my work as a civil engineer I have dealt with grading and drainage issues multiple times.

Please understand as a Professional Engineer I am not opposed to this development. I just think special care and consideration needs to be invested in determining how to manage the storm water from this development.

My husband and I purchased our home in Farmington 7 years ago and we have loved living in this community. Unfortunately, during the time we have lived in our home we have had two incidences with our basement flooding, one December of 2011 during a prolonged storm water event, and again, 5 months later in May of 2012 when we experienced higher than usual spring runoffs and another prolonged storm event. Given the flood occurrence being associated with the storm events it is easy to assume that the flooding occurred directly because of surface runoff and poor grading and drainage on the property and that assumption is partially correct. However, both times the water came in from the bottom floor slab not down the wall or a window well and with the exception of the driveway our property grades away from the house. On our property we have 2 sump pump wells one in our driveway and one adjacent to the side of the house. We started closely monitoring these and maintaining them after the flood events and have learned that they have standing water year round. The water normally measures 1 to 2 feet below the top of our basement floor slab. This indicates that the ground water table or a "perched" ground water table is a few feet below the existing ground surface. A groundwater table close to the surface of existing ground is sensitive to surface water infiltration and can rise significantly during peak storm water runoff times; either through a prolonged storm water event or about a month or two after spring runoff begins.

I have also learned by discussing our flooding experience with our neighbors that our house is not the only one that experiences basement flooding during prolonged storm water events.

I have attached 2 files delineating the existing geography and drainage pattern in the area. One shows houses that are known to flood in addition to mine. My house is about 200 ft from the geographical low spot in the wetland area. Right now the area of the proposed development drains to that low spot. However, the land is undeveloped and the vegetation and soil in that area absorbs a significant amount of water before saturation and resulting storm water runoff. The proposed development will add a significant amount of impervious areas such as roads, houses, driveways, etc. This means that depending on the grading layout and drainage design of the proposed development the additional storm water runoff generated by the houses, driveways, and roads (which is currently absorbed by the ground and vegetation in the area) could possibly be channeled either around the development to the geographic low spot or collected and then possibly re-directed to the geographic low spot in the wetland area. This increase of storm water runoff to the geographic low spot, especially during prolonged storm water events or during times of high spring runoff, could cause the existing water table to rise higher than normal and increase the flooding incidences in our area.

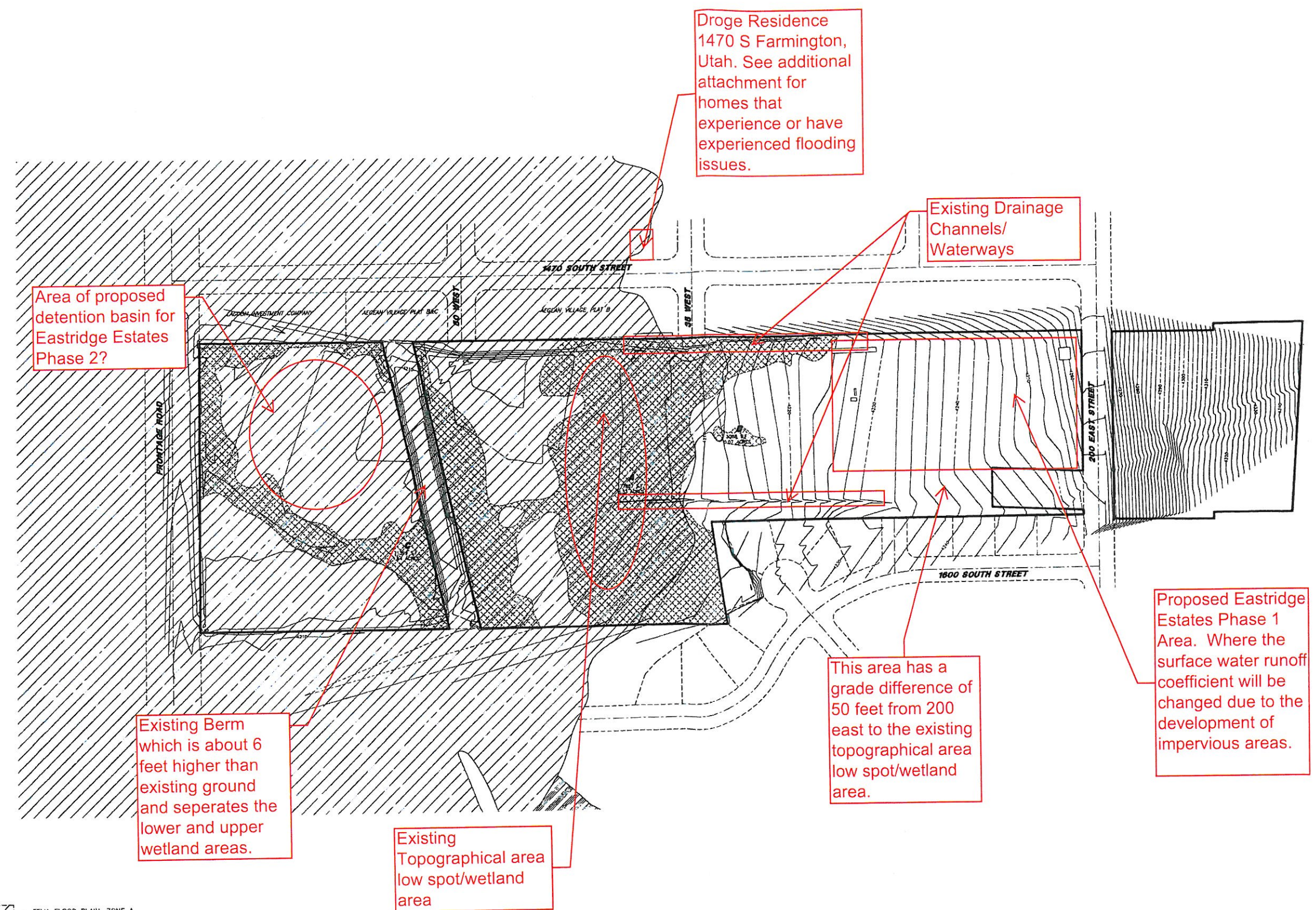
Given that this development is next to a wetland area, which by very definition, retains water from a regional drainage area; I think it is prudent for the city to urge the developer to extend the geotechnical investigation and drainage design considerations beyond the normal boundaries of the proposed development in order to make an informed decision about how the storm water runoff generated by this development could affect the ground water table and inadvertently the surrounding neighborhood if not collected and contained in a closed storm drain system.

I truly appreciate your time and consideration in this manner and look forward to discussing it with you. Please feel free to contact me with any questions or concerns.

Sincerely,

Elizabeth Droge, P.E.

SCALE:
1"=100'



- == FEMA FLOOD PLAIN, ZONE A
- == FEMA FLOOD PLAIN, ZONE X
- = WETLAND AREA

Eastridge Estates

Farmington City, Davis County, Utah



REVISIONS	DESCRIPTION
DATE	

Eastridge Estates
FARMINGTON CITY, DAVIS COUNTY, UTAH

Sensitive Area Designation Map

Project Info.
Engineer: N. Reeve
Designer: C. Cove
Begin Date: March 5, 2014
Name: Eastridge Estates
Number: 1864-41

Petition Opposing 1400 N. Road Connection for Brentwood Estates
 (The Subject Property is located at approximately 437 West and 1400 North)
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2.	<i>Krista Norton</i>	KRISTA NORTON	2/28/14	1704 N GRAND UTILITY DR FARMINGTON	Kristenort@gmail.com	801-451-7577
3.	<i>Mary Ann G. B.</i>	Mary Ann G. B.	2-28-14	351 Shepard Ridge Rd Farmington	Mary Ann G. B. @ virginia.com	801-501-2117
4.	<i>David Simmons</i>	DAVID SIMMONS	2/28/14	401 Shepard Ridge Rd	UTsimmons@yahoo.com	437-2436
5.	<i>Dale and Janet Karen</i>	DALE and JANET KAREN	2/28/14	358 Shepard Ridge Rd	janetkaren@yahoo.com	5505
6.	<i>Janet Karen</i>	Janet Karen	2-28-14	1714 Canyon Circle	jamiecal@cox.net	801-928-7079
7.	<i>Janet Karen</i>	Janet Karen	2-28-14			

Petition Opposing 1400 N. Road Connection for Brentwood Estates

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8.	<i>Joyce A. Buskauff</i>	Joyce A. Buskauff	Mar. 01, 2014	561 W 1400 N	<i>hjb@buskauffhomesa.com</i>	801-451-7260
9.	<i>Delere Bryant</i>	Delere Bryant	3-1-14	553 W 1400 N	<i>delerebryant@gmail.com</i>	801-451-5013
10.	<i>Victoria Bryant</i>	Victoria Bryant	3/1/14	"	<i>hjb@buskauffhomesa.com</i>	801-588-3043
11.	<i>Kim Cline</i>	Kim Cline	3/1/14	545 N. 1400 N.	<i>kccline@gmail.com</i>	801-447-6279
12.	<i>C. Cline</i>	Paul Cline	"	"	<i>rccline@gmail.com</i>	"
13.	<i>Diane Nilsson</i>	Diane Nilsson	3/1/14	521 W 1400 N.	<i>dianenilsson@comcast.net</i>	801-447-9258
14.	<i>Leslie Nilsson</i>	Leslie Nilsson	03/01/14	521 W 1400 N.	<i>lenilsson@comcast.net</i>	801-447-9258







Petition Opposing 1400 N. Road Connection for Brentwood Estates

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Contact: Coty Erickson, cotyerickson@gmail.com

We, the undersigned Farmington City residents and owners of property affected by the proposed 1400 N. Road Connection to the new Ivory Homes development known as Brentwood Estates, do hereby protest against Farmington City requiring or allowing a road connection in any form between 1400 N. and Brentwood Estates. The reasons for this Petition include:








1. The extremely steep grade of 1400 N., particularly at the point where the connection is being proposed in close proximity to the intersection of 1400 N. and Compton Rd., will result in very significant traffic and public safety hazards that will be present no matter what the weather is like or how well the road connection is engineered.
2. The 24 new building lots in Brentwood Estates will be adequately served by existing roads, including the connection from Cherry Blossom Dr. onto the lower half of 1400 N. and the connection from 1300 N. onto Main St. There is no actual need for a third road connection to Brentwood Estates.
3. The desire to have more road connections should yield to the traffic and public safety hazards that a new 1400 N. Road Connection will impose upon everyone who lives near the proposed road connection or who drives, rides or walks on 1400 N.

	Signature	Print Name	Date	Address	Email	Phone
15.		Diane Nilsson	3/11/14	521 W. 1400 N.	dianenilsson@comcast.net	801-447-9258
16.		Leslie Nilsson	3/11/14	"	lesnilsson@comcast.net	801-447-9258
17.		Alicia Mansfield	3/21/14	1748 Grand View Dr	AM-Mansfield@hotmail.com	801-518-1174
18.		Chris Moon	4/3-14	641 W. 1400 N.	chris@bpaops.com	801-451-7416
19.		Steve Moon	4-3-14	"	skew@bpaops.com	801-451-7416
20.		Bryan Wiley	4-3-14	1714 Canyon Circle	bwilcock@att.net	801-726-6871
21.						

Petition Opposing 1400 N. Road Connection for Brentwood Estates
(The Subject Property is located at approximately 437 West and 1400 North)
Contact: Coty Erickson, coty Erickson@gmail.com

We, the undersigned Farmington City residents and owners of property affected by the proposed 1400 N. Road Connection to the new Ivory Homes development known as Brentwood Estates, do hereby protest against Farmington City requiring or allowing a road connection in any form between 1400 N. and Brentwood Estates. The reasons for this Petition include:

1. The extremely steep grade of 1400 N., particularly at the point where the connection is being proposed in close proximity to the intersection of 1400 N. and Compton Rd., will result in very significant traffic and public safety hazards that will be present no matter what the weather is like or how well the road connection is engineered.
2. The 24 new building lots in Brentwood Estates will be adequately served by existing roads, including the connection from Cherry Blossom Dr. onto the lower half of 1400 N. and the connection from 1300 N. onto Main St. There is no actual need for a third road connection to Brentwood Estates.
3. The desire to have more road connections should yield to the traffic and public safety hazards that a new 1400 N. Road Connection will impose upon everyone who lives near the proposed road connection or who drives, rides or walks on 1400 N.

	Signature	Print Name	Date	Address	Email	Phone
22.		S. Brentwood	4/25/14	1588 RIDGEVIEW CIRCLE FARMINGTON, UTAH	stlocks@msn.com	801-451-6855
23.		Jacqueline Maclellan	4/25/14	679 W 1400 N.	hjmaclellan@gmail.com	801-451-6126
24.		Suzanne Tulane	4-29-14	1794 Grand View	stulane@msn.com	451-7627
25.		Dennis Tulane	4-29-14	1794 Grand View	DTulane@msn.com	390-4629
26.		RANDY LOWE	4/29/14	329 Grand View Ct	wr-lowe@yahoo.com	451-8202
27.		Randy Lowe	4/29/14	329 Grand View Ct.	randylowe@gmail.com	451-8202
28.		Coty Erickson	4/29/14	1743 N Grand View Dr	csterickson@yahoo.com	447-3651

Petition Opposing 1400 N. Road Connection for Brentwood Estates

(The Subject Property is located at approximately 437 West and 1400 North)

Contact: Coty Erickson, cotyerickson@gmail.com

We, the undersigned Farmington City residents and owners of property affected by the proposed 1400 N. Road Connection to the new Ivory Homes development known as Brentwood Estates, do hereby protest against Farmington City requiring or allowing a road connection in any form between 1400 N. and Brentwood Estates. The reasons for this Petition include:

1. The extremely steep grade of 1400 N., particularly at the point where the connection is being proposed in close proximity to the intersection of 1400 N. and Compton Rd., will result in very significant traffic and public safety hazards that will be present no matter what the weather is like or how well the road connection is engineered.
2. The 24 new building lots in Brentwood Estates will be adequately served by existing roads, including the connection from Cherry Blossom Dr. onto the lower half of 1400 N. and the connection from 1300 N. onto Main St. There is no actual need for a third road connection to Brentwood Estates.
3. The desire to have more road connections should yield to the traffic and public safety hazards that a new 1400 N. Road Connection will impose upon everyone who lives near the proposed road connection or who drives, rides or walks on 1400 N.

	Signature	Print Name	Date	Address	Email	Phone
29.	<i>[Signature]</i>	Sandra Porter	4-29-14	1359 Lupine Way	Sandra.usain 10@yahoo.com	801-916-5081
30.	<i>[Signature]</i>	Coty Erickson	4/29/14	5110 1400 N Farmington	cotyerickson@gmail.com	801-390-7951
31.	<i>[Signature]</i>	Geoffrey Erickson	4/29/14	5110 1400 N Farmington	geoff.e Erickson@hs.utah.edu	801-678-8344
32.	<i>[Signature]</i>	Anakee Falk	5/11/14		anakeefalk@me.com	
33.	<i>[Signature]</i>	Olag Runov	Apr. 28, 2014		olagarunov@gmail.com	
34.	<i>[Signature]</i>	Dmitriy Runov	" "		" "	" "
35.	<i>[Signature]</i>	Dale Money	4/28/14		dale.money@jbrockley.com	

#32-⁹ have given me, (Coty Erickson) permission to add them to the petition via email

Petition Opposing 1400 N. Road Connection for Brentwood Estates

(The Subject Property is located at approximately 437 West and 1400 North)

Contact: Coty Erickson, cotyerickson@gmail.com

We, the undersigned Farmington City residents and owners of property affected by the proposed 1400 N. Road Connection to the new Ivory Homes development known as Brentwood Estates, do hereby protest against Farmington City requiring or allowing a road connection in any form between 1400 N. and Brentwood Estates. The reasons for this Petition include:

1. The extremely steep grade of 1400 N., particularly at the point where the connection is being proposed in close proximity to the intersection of 1400 N. and Compton Rd., will result in very significant traffic and public safety hazards that will be present no matter what the weather is like or how well the road connection is engineered.
2. The 24 new building lots in Brentwood Estates will be adequately served by existing roads, including the connection from Cherry Blossom Dr. onto the lower half of 1400 N. and the connection from 1300 N. onto Main St. There is no actual need for a third road connection to Brentwood Estates.
3. The desire to have more road connections should yield to the traffic and public safety hazards that a new 1400 N. Road Connection will impose upon everyone who lives near the proposed road connection or who drives, rides or walks on 1400 N.

	Signature	Print Name	Date	Address	Email	Phone
36.	<i>Sandy Gremillion</i>		4/28/14		<i>Sandy Gremillion@gmail.com</i>	
37.	<i>Jim Gremillion</i>		11		11	
38.	<i>Garry Hart</i>		4/26/14		<i>sharonh1935@yahoo.com</i>	
39.	<i>Sharon Hart</i>		11		11	
40.	<i>Edward Ryan</i>		4/25/14		<i>edryan11@yahoo.com</i>	
41.	<i>Shirley Ryan</i>		11		11 11	
42.	<i>Melissa Gann</i>		5/1/14	<i>3411 W. Princess Court Farmington</i>		

Petition Opposing 1400 N. Road Connection for Brentwood Estates

(The Subject Property is located at approximately 437 West and 1400 North)

Contact: Coty Erickson, cotyerickson@gmail.com

We, the undersigned Farmington City residents and owners of property affected by the proposed 1400 N. Road Connection to the new Ivory Homes development known as Brentwood Estates, do hereby protest against Farmington City requiring or allowing a road connection in any form between 1400 N. and Brentwood Estates. The reasons for this Petition include:

1. The extremely steep grade of 1400 N., particularly at the point where the connection is being proposed in close proximity to the intersection of 1400 N. and Compton Rd., will result in very significant traffic and public safety hazards that will be present no matter what the weather is like or how well the road connection is engineered.
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3. The desire to have more road connections should yield to the traffic and public safety hazards that a new 1400 N. Road Connection will impose upon everyone who lives near the proposed road connection or who drives, rides or walks on 1400 N.

	Signature	Print Name	Date	Address	Email	Phone
43.	<i>Marvin Murri</i>		5/11/14	317 W. Rumrose Court	Farmington	
44.	<i>Tammie Murri</i>		" "	" "		
45.	<i>Shayne Hensley</i>		5/11/14	603 W. Ridge Wood Circle	Farmington	
46.	<i>Cathy Hensley</i>		" "	" "		
47.	<i>Penny Bradshaw</i>		5/11/14	1706 N. Grandview Dr.	Farmington	
48.	<i>Aaron Bradshaw</i>		" "	" "		
49.	<i>Steve Poort</i>		5/11/14	531 West 1400 N	Farmington	

Petition Opposing 1400 N. Road Connection for Brentwood Estates
(The Subject Property is located at approximately 437 West and 1400 North)
Contact: Coty Erickson, cotyerickson@gmail.com

We, the undersigned Farmington City residents and owners of property affected by the proposed 1400 N. Road Connection to the new Ivory Homes development known as Brentwood Estates, do hereby protest against Farmington City requiring or allowing a road connection in any form between 1400 N. and Brentwood Estates. The reasons for this Petition include:

1. The extremely steep grade of 1400 N., particularly at the point where the connection is being proposed in close proximity to the intersection of 1400 N. and Compton Rd., will result in very significant traffic and public safety hazards that will be present no matter what the weather is like or how well the road connection is engineered.
2. The 24 new building lots in Brentwood Estates will be adequately served by existing roads, including the connection from Cherry Blossom Dr. onto the lower half of 1400 N. and the connection from 1300 N. onto Main St. There is no actual need for a third road connection to Brentwood Estates.
3. The desire to have more road connections should yield to the traffic and public safety hazards that a new 1400 N. Road Connection will impose upon everyone who lives near the proposed road connection or who drives, rides or walks on 1400 N.

	Signature	Print Name	Date	Address	Email	Phone
50.	Karen Boorte		5/11/14	" "		
51.	Chris Parr		5/11/14	297 W. Grandview CT Farmington		
52.	Eryn Parr		5/11/14	" "		
53.	Lucas Grabeel		5/11/14	1611 W 1400 N Farmington		
54.	Jordan Boath		5/11/14	" "		
55.	Brent Geisler		5/11/14	" "		
56.	Shane Honey		5/11/14	Primrose Court		
57	April Honey		" "	" "		

58 Ashburn Drive, Mitchell 5/11/14 1417 N. Foxglove, Rd Farmington

Dear Mayor Talbot and City Council Members:

I have attached a letter to you from 38 Farmington City residents. The letter responds to the two Appeals that were filed concerning the Brentwood Estates Preliminary Plat, which are agenda items at your City Council meeting this coming Tuesday, May 6th. We would very much appreciate it if you could review our letter prior to your next meeting. We also request that you enter the letter and hand delivered petition including 59 signatures in the record at the public hearing. Thank you for your consideration of our concerns.

Coty Erickson

May 2, 2014

VIA ELECTRONIC MAIL & HAND DELIVERY

Farmington City Mayor,
City Council and City Manager
160 S. Main Street
Farmington, Utah 84025

mayor@farmington.utah.gov
jbilton@farmington.utah.gov
bmellor@farmington.utah.gov
critz@farmington.utah.gov
jyoung@farmington.utah.gov
danderson@farmington.utah.gov
dmillheim@farmington.utah.gov

Re: Response to Appeals Concerning Brentwood Estates Preliminary Plat

Dear Mayor, City Council and City Manager:

The undersigned Farmington City residents hereby respond to the two Appeals of the Planning Commission's April 3, 2014 Decision concerning the Brentwood Estates Preliminary Plat. For purposes of this letter, the appeal submitted by Steve Young on behalf of several residents in the Welling Way, Cherry Blossom and 1300 North neighborhoods will be referred to herein as the "Residents' Appeal."

As you are aware, this is an extremely important issue that concerns the safety of thousands of Farmington residents and their guests who use the roads in question. Based on the facts, concerns and analysis contained in this letter, we respectfully request the City Council to reject both Appeals and uphold the decision of the Planning Commission to approve the Brentwood Estates Preliminary Plat based on Ivory's original Schematic Plan that did not provide direct vehicular access from the subdivision to the top portion of 1400 North (the "Brentwood to 1400 North Vehicle Access").

The remainder of this letter outlines pertinent facts relating to both Appeals, responds directly to the concerns raised in Residents' Appeal, provides additional concerns related to both Appeals, and is followed by a list of those Farmington residents who support this letter.

Background

The following section summarizes pertinent facts relating to both Appeals.

1. In or about the summer of 2013, Ivory Homes began submitting conceptual plans to the City for the development of the Brentwood subdivision. Those conceptual plans included the Brentwood to 1400 North Vehicle Access. The City Staff, and particularly the City's former engineer, Paul Hirst, rejected Ivory's plans on multiple occasions over several months, each time deeming the Brentwood to 1400 North Vehicle Access unsafe in any form.

2. In or about November 2013, Ivory finally submitted a proposed Schematic Plan for the Brentwood Estates Conservation Subdivision (the "Original Schematic Plan"). As submitted, the Original Schematic Plan consisted of 24 lots on 13.82 acres of property. Significantly, the Original Schematic Plan included a cul-de-sac abutting 1400 North instead of the Brentwood to 1400 North Vehicle Access.

3. On December 10, 2013, City Staff submitted a Staff Report to the Planning Commission recommending approval of the Original Schematic Plan.

4. On December 12, 2013, the Planning Commission held a public hearing on the Original Schematic Plan. At the hearing, some residents raised concerns that Welling Way, Cherry Blossom and 1300 North were insufficient to handle the increased traffic and increased need for emergency services resulting from the subdivision, and these residents requested that the subdivision have direct vehicular access to the top portion of 1400 North. In response, City Staff represented to the Planning Commission that the Original Schematic Plan had been reviewed by the City's traffic engineer and some of the city's other service departments, and that there was no need for the additional access to 1400 North because the existing roads and access points were more than sufficient to handle the additional traffic and emergency services. City Staff also noted Paul Hirst's conclusion that any vehicular access to the top portion of 1400 North would be unsafe.

5. Based on the sufficiency of existing roads and access points, coupled with the safety concerns of a vehicular access to the top portion of 1400 North, the Planning Commission unanimously recommended that the City Council approve the Original Schematic Plan subject to certain conditions, including adding a pedestrian walkway from the cul-de-sac to 1400 North. Moreover, the Planning Commission specifically stated on the record that, if Ivory later changed its Original Schematic Plan by reverting to a Brentwood to 1400 North Vehicle Access, then the Planning Commission requested that it be given the opportunity to review the altered schematic plan at a re-noticed public hearing before such schematic plan be presented to the City Council.

6. After the December 12th Planning Commission meeting, residents living along Welling Way, 1300 North and Cherry Blossom organized an effort to oppose the Planning Commission's recommendation to approve the Original Schematic Plan. In that regard, those residents hired Scott Balling to re-design the Brentwood to 1400 North Vehicle Access.

7. On January 21, 2014, the City Council considered the Planning Commission's recommended approval of the Original Schematic Plan. The Welling Way, 1300 North and Cherry Blossom residents showed-up en masse to oppose the Original Schematic Plan, and, for the first time, presented Balling's alternative design. Significantly, Balling's proposed alternative design was not made available to the general public prior to this meeting. The 1400 North & North Compton neighborhoods were not well represented at the meeting because they were unaware of Balling's alternative design and were operating under the reasonable belief that the Original Schematic Plan would be adopted as recommended.

8. At the conclusion of the January 21st meeting, the City Council tabled action on the Planning Commission's recommendation for the purpose of further consideration of Balling's alternative design. The public hearing was continued until the next City Council meeting. Because Balling's alternative design was not presented to the general public until the January 21st meeting, many 1400 North & North Compton residents who would have otherwise been opposed to the alternative design were unaware that the City Council intended to consider adopting the alternative design at its next meeting.

9. Prior to the City Council's next meeting, Ivory submitted a new Schematic Plan to the City based on Balling's alternative design wherein the cul-de-sac was removed and replaced with the Brentwood to 1400 North Vehicle Access (the "Alternative Schematic Plan"). Despite the Planning Commission's request, the City Council declined to return the Alternative Schematic Plan to the Planning Commission for further review.

10. On February 18, 2014, the City Council re-opened the public hearing on Ivory's modified request for approval of the Alternative Schematic Plan. Prior to the hearing, City Staff

submitted a new Staff Report to the City Council recommending approval of the Alternative Schematic, noting that the new City Engineer now determined it was possible to allow vehicular access to the top portion of 1400 North so long as the cross-slope of the tie-in to 1400 North was not more than 14%. At the conclusion of the hearing, the City Council approved the Alternative Schematic Plan over the objection of the few 1400 North & North Compton residents who learned of the City Council's intentions on the eve of the hearing.

11. After the February 18th hearing, Ivory submitted a proposed Preliminary Plat to the City consistent with the Alternative Schematic Plan.

12. On April 3, 2014, the Planning Commission held a work study session wherein the Commission received a Staff Report recommending approval of the proposed Preliminary Plat, along with a letter from the City's traffic engineer, Tim Taylor (the "Traffic Assessment").

13. In the Traffic Assessment, Mr. Taylor noted, among other things, that: (a) "sight distance for northbound exiting vehicles will be sufficient"; (b) the queuing area and associated grades on the approach to 1400 North "should be sufficient to accommodate the peak period traffic demand"; (c) "the primary vehicular route to/from the proposed subdivision will be 1400 North"; (d) of the 280 daily vehicle trips generated by the new subdivision, 80% (224 trips) would access the subdivision via 1400 North, 20% (56 trips) would access the subdivision via 1300 North, and 0% (0 trips) would access the subdivision via Cherry Blossom; and (e) a vehicle would be entering or exiting the intersection of the Brentwood to 1400 North Vehicle Access every 2 1/2 minutes on average. By contrast, nowhere in the Traffic Assessment did Mr. Taylor: (a) analyze the number of trips already using 1400 North, 1300 North and Cherry Blossom; (b) the potential or frequency with which vehicles traveling down 1400 North may come into close proximity with vehicles exiting the proposed intersection; (c) the need (or lack thereof) for the proposed access; or (d) otherwise find that the Brentwood to 1400 North Vehicle Access would be "safe," instead only using words such as "adequate" and "sufficient."

14. After the work study session, the Planning Commission held a public hearing on Ivory's proposed Preliminary Plat. At the beginning of the hearing, Ivory's representative admitted that the only way to make the access point truly safe was to create a flat landing area on 1400 North at the access point (like in the Avenues), which would be impossible to do. During the hearing, the Planning Commission received a Petition signed by several 1400 North & North Compton residents who opposed the proposed Preliminary Plat. The Planning Commission also took public comment from several Welling Way residents who supported the Brentwood to 1400 North Vehicle Access, as well as several 1400 North & North Compton residents who raised significant safety concerns about the Brentwood to 1400 North Vehicle Access.

15. After considering all of the facts and concerns raised, the Planning Commission rejected Ivory's proposed Preliminary Plat, and instead approved a Preliminary Plat based on the Original Schematic Plan as originally recommended by the Planning Commission. Those members of the Planning Commission who voted in favor of the decision included two new members who were not involved in the Planning Commission's prior decision to recommend approval of the Original Schematic Plan. One new member of the Planning Commission dissented. The vote of the Planning Commission was 5 to 1.

Response to Concerns Raised by the Residents' Appeal

The following section responds to the numbered concerns listed in the Residents' Appeal. For ease of reference, the concerns in the Residents' Appeal are restated verbatim below, followed by our response.

1. Prior Consideration. The City Council and City staff already considered the single access and double access options at the January 21 and February 18 City Council meetings after receiving significant public input. After such consideration, the City staff recommended the double access option and the City Council unanimously approved the double access option. The City Council should affirm its prior decision and approve the double access Preliminary Plat.

Response. The "significant public input" received by the City Council and City staff at the January 21 and February 18 City Council meetings was overwhelmingly one-sided from the Welling Way, 1300 North and Cherry Blossom residents. We believe this resulted in the City Council being unfairly persuaded by "public clamor." This situation was exacerbated by the lack of prior notice to the 1400 North & North Compton residents regarding Balling's alternative design, Ivory's mid-stream material change from their Original Schematic Plan to their Alternative Schematic Plan, and the City Council's decision to not send the Alternative Schematic Plan back to the Planning Commission for its consideration. Moreover, at the only hearing where both sides of the issue were fairly and equally represented – the Planning Commission's April 3rd meeting – the Planning Commission rejected the Brentwood to 1400 North Vehicle Access due to safety concerns. The City Council should affirm the Planning Commission's April 3rd Decision and not approve the double access Preliminary Plat.

2. Safety of Double Access. Double access subdivisions are always preferred for safety reasons so residents and emergency vehicles have two alternatives to get into and out of a neighborhood. A single access also creates a "big block" problem for emergency vehicles as going around the "block" for those 25 lots would require a trip all the way up and around North Compton Road.

Response. Double access subdivisions are only preferable for safety reasons if the second access does not create equal or greater safety concerns. Moreover, when the subdivision was presented as a single access subdivision in the Original Schematic Plan, City Staff represented that the single access point in question (above Cherry Blossom and Welling Way) did not pose any safety concerns for emergency vehicles because of the access via 1300 North. Finally, while the Brentwood to 1400 North Vehicle Access would provide a double access point to the 24 lots in the new subdivision, it would provide a "triple access point" for all of the Welling Way, 1300 North and Cherry Blossom residents. Since those residents already have double access to their subdivision, why are they even raising this issue?

3. Safety of Children on Cherry Blossom. Cherry Blossom was not designed as a traffic thoroughfare. Sending so many new cars daily down Cherry Blossom creates a safety hazard as the cars are passing numerous homes where children are playing in the yard. Three-way diversification of the traffic flow optimizes safety for all.

Response. It is incorrect to assume that, if the Brentwood to 1400 North Vehicle Access is not approved, then vehicle traffic from the new subdivision will use Cherry Blossom. Indeed, the Traffic Assessment concludes that vehicle traffic generated by

the new subdivision will not use Cherry Blossom at all. This is consistent with the observation that Cherry Blossom is already seldom used due to its poor design, and that 1300 North is the natural choice for vehicle traffic to enter/exit the entire Welling Way and 1300 North neighborhoods and most of the upper Cherry Blossom neighborhoods.

4. Safety at Cherry Blossom Intersection. Where Cherry Blossom connects with 1400 North, it is a significant safety hazard. The grade on the west side of the road is much greater than that allowed by City Code. This functionally turns the road into one lane at that point (school busses will not go up the road, and the snow plow will not plow the West side of the road). Cherry Blossom also does not have staging areas as are required by City Code to prevent cars from sliding into traffic on 1400 North. Sending the Brentwood Estates traffic down Cherry Blossom will only exacerbate these problems on Cherry Blossom as traffic backs up at that intersection.

Response. This is a red herring for the same reasons stated in the prior response – the new subdivision will not generate any traffic that uses the Cherry Blossom intersection. Furthermore, safety at the Cherry Blossom intersection must be compared with safety at the intersection for the Brentwood to 1400 North Vehicle Access. While Cherry Blossom’s approach to 1400 North is admittedly undesirable, its approach does empty onto the only flat section of 1400 North, meaning any car that loses control on Cherry Blossom can regain control on 1400 North. By contrast, while the approach for the Brentwood to 1400 North Vehicle Access will be less steep than Cherry Blossom’s, it will empty onto the steepest and most dangerous section of 1400 North, meaning any car that loses control on the Brentwood approach and/or when turning onto 1400 North will not be able to regain control until sliding hundreds of feet downhill.

5. Safety on 1300 North. If cars go out 1300 North, that road also exceeds the 15% allowed grade, and several cars could not get up 1300 North in the storms of 2013-2014. Sending so much of the traffic down 1300 North will only exacerbate these problems as traffic backs up on 1300 North. The 1300 North road was also not designed to handle so much additional traffic. Three-way diversification of the traffic flow is the better alternative.

Response. Plainly stated, 1400 North is steeper for a longer distance than 1300 North. Moreover, the City’s traffic engineer previously concluded that 1300 North, as designed, was more than sufficient to handle the additional traffic generated by the new subdivision. Finally, “three-way diversification” is a misnomer, because the Traffic Assessment expressly found that 80% of the traffic would funnel onto 1400 North, 20% of the traffic would funnel onto 1300 North, and 0% of the traffic would funnel onto Cherry Blossom. “80/20 disproportionate diversification” would be a more accurate phrase than three-way diversification.

6. Safety at the Single Access. The single access to Cherry Blossom is reportedly supposed to be 55’ by City Code, but it was granted an exception at 50’ with no sidewalk. Sending all 150 car trips a day through this 50’ road will create congestion and safety concerns as this single access will functionally be a one way access road as two cars will not be able to pass safely if there is a parked car on the road. There is also no sidewalk so children and others will have to walk on the same tight road.

Response. If the single access from the subdivision to Welling Way is 50’ with no sidewalk, it will actually provide more pavement for two-way traffic and parking than

a 55' road, because the 55' includes two 4-foot sidewalks plus park strips and curb & gutter. Moreover, whether or not there is no sidewalk, one sidewalk or two sidewalks remains an open question. If a sidewalk is added, it is possible to not add sidewalk on both sides and/or do away with one or both park strips, and still have more pavement (14' feet for each lane) than required by City Code. In the end, this access will be more than sufficient to safely accommodate vehicle and pedestrian traffic, and will not have any of the other safety concerns that surround the Brentwood to 1400 North Vehicle Access.

7. Reliance. When residents purchased homes in the Cherry Blossom and 1300 north neighborhoods, they did so with the expectation of a second access at Brentwood. These investment decisions were made in reliance on the City Master Plan which has shown a double access on the Brentwood Estates Subdivision since the 1990s. The City should not now pull the rug out from under these residents by running a projected 150 cars a day through the Cherry Blossom and 1300 North neighborhoods.

Response. It is unclear which City Master Plan is being referenced. After North Compton Road was finished in the late 1990s, we are not aware of any plan that indicated a road may access 1400 North from Brentwood. Perhaps there was a road shown in that general area prior to the time North Compton was finished, but North Compton would have satisfied and replaced any such need. Furthermore, to the extent such a plan actually existed and any resident actually relied upon it, such reliance was unreasonable as a matter of law. A city's general plan is an ever-evolving document that cannot create any vested rights for a property owner, making any reliance by a property owner at the property owner's own risk.

8. Diversification of Traffic Flow. Residents of 1400 North have raised this same legitimate concern – that they do not want additional traffic by their homes. However, their request is to close off the 1400 North access and send all traffic down Cherry Blossom and 1300 North. The residents of Cherry Blossom and 1300 North could make a similar request and ask that a single access go out to 1400 North, sending all traffic down 1400 North. But these residents are not making this request. The better alternative is to diversify the traffic flow so all three neighborhoods share in the traffic burden. This three-way diversification was in the best interest of the common good when the master plan was prepared and is best interest of the common good today.

Response. First, as explained above, the Brentwood to 1400 North Vehicle Access does not result in "diversification." Moreover, it is reasonable to assume that, if the Brentwood to 1400 North Vehicle Access is allowed, additional traffic from the existing residents living in the upper Cherry Blossom, Welling Way and 1300 North neighborhoods will start to use the Brentwood to 1400 North Vehicle Access instead of their current use of 1300 North. This will result in an additional, unknown traffic burden to be borne by the 1400 North residents, and will further lessen the burden on 1300 North. Finally, such a scenario is manifestly unfair because 1400 North already bears a disproportionate traffic burden for all traffic coming to/from all subdivisions on 1400 North and North Compton Road, including numerous large subdivisions to the east, north-east and south-east, and that burden will continue to grow unabated with the establishment of additional subdivisions to those areas. By contrast, the traffic burden on 1300 North is limited to the relatively smaller subdivisions on upper Cherry Blossom, Welling Way and 1300 North, and cannot increase beyond the traffic generated by Brentwood because Brentwood is the last existing vacant piece of land that could be developed and tied-into 1300 North.

Second, and more fundamentally, the above statement from the Residents' Appeal appears to tip their hand as to the true motivation behind their Appeal. That is, they do not want any additional traffic in front of their homes. They should not impute the same primary motivation to the 1400 North & North Compton residents. If additional traffic in front of homes was the primary issue at stake, then the 1400 North & North Compton residents would have given up long ago.

Third, and most importantly so that the record is absolutely clear, the primary motivation behind our support of the Planning Commission's April 3rd Decision is NOT a concern about additional traffic in front of our homes. Instead, our primary motivation is our safety concern about the convergence of vehicle, bicycle, pedestrian and other traffic at the intersection of the Brentwood to 1400 North Vehicle Access.

9. Staying True to the Community Design. Some who drive on 1400 North have expressed concerns about additional traffic on 1400 North. But 1400 North was built to handle this traffic, and has been designated as such by the Master Plan for many years. The designed 1400 North thoroughfare should be used as a thoroughfare. Cherry Blossom was not designed as a thoroughfare and 1300 North was not designed with a single access contemplated at Brentwood. Safety concerns relating to traffic flowing by additional homes where children play daily should trump concerns of additional traffic on 1400 North. Diversification of traffic flow optimizes the common good.

Response. It is an exaggeration to claim that Cherry Blossom or 1300 North will become a "thoroughfare" as a result of the 24 additional homes in Brentwood. Also, children living along 1400 North have the same right to safe play in front of their homes as do children living along 1300 North and Cherry Blossom. Finally, as opposed to 1300 North and Cherry Blossom, 1400 North is regularly used by countless bicyclists, long boarders, joggers, etc., many of whom do not even live in the area. Their safety should also be taken into account when considering the common good.

10. Weighting of Concerns. Some have expressed concerns about the safety of the new access on 1400 North, primarily relating to the slope of the new road and icy conditions. But these icy conditions will exist only 30 or so days a year, and do not justify creating single access safety issues or sending additional traffic by so many additional homes on Cherry Blossom for 365 days a year. Additionally, the same safety concerns that exist on the new 1400 North access already exist at the Cherry Blossom and 1400 North intersection and on 1300 North. Diversification of the traffic flow is the best way to minimize these safety concerns rather than exacerbating the safety concerns on Cherry Blossom and 1300 North.

Response. If icy conditions cause a severe car wreck due to the convergence of traffic at the Brentwood to 1400 North Vehicle Access, it should not matter whether the icy conditions existed 30 days a year or 1 day a year, particularly if there is a death involved. This legitimate safety concern should outweigh any desire for "connectivity," "diversification of traffic" or any other buzzword that might be used to justify the Residents' Appeal.

Our Additional Concerns/Observations Related to the Appeals

The following section raises additional concerns and observations that have not been previously addressed in this letter.

1. **Deference to Planning Commission.** The Planning Commission, on two different occasions and with two different panels, has thoroughly reviewed both of Ivory's Original and Alternative Plans, has consistently found significant safety concerns with a Brentwood to 1400 North Vehicle Access, and has recommended and approved the Original Schematic Plan. While it is the City Council's right to reach its own conclusion, it should give some amount of deference to the Planning Commission's decision. The Planning Commission, although an appointed body, also is tasked with making decisions in the best interest of Farmington City. The Planning Commission's well-reasoned decisions should not be hastily disregarded. At minimum, the Planning Commission's steadfast refusal to approve the Brentwood to 1400 North Vehicle Access should cause each City Council member to give extra scrutiny to this issue.

2. **Icy Conditions of North-Facing Approach.** The approach from the subdivision to 1400 North for the Brentwood to 1400 North Vehicle Access will face north. It will be bounded on the east by a 10 foot retaining wall, on the west by the terrain of the existing hill, and on the south by the 5%-7% slope of the new road. Under these conditions in the winter, the approach will almost always be shaded, and will have no real opportunity to thaw. Even with constant snow-plow maintenance, the approach will be treacherous in the winter due to constant icy conditions.

3. **Inability to See & Plan for 1400 North Westbound Traffic.** Cars approaching 1400 North from the subdivision will not be able to see oncoming westbound traffic descending 1400 North until the 10 foot retaining wall tapers near the last few feet of the approach. Further, because of the position of the Pratt house directly to the east of the intersection, cars which clear the retaining wall will not be able to see or plan for northbound traffic on North Compton that is getting ready to turn westbound onto 1400 North, and vice versa. This will lead to the next concern listed below.

4. **Inability to Stop of 1400 North Westbound Traffic.** In icy conditions, any vehicle that begins to descend 1400 North cannot stop until reaching the flat stretch of road near Coty Erickson's house. In dry conditions, the same is true of the bicyclists and longboarders who regularly descend 1400 North for the thrill. If, at the same time, a vehicle from Brentwood turns left onto 1400 North because they could not see and plan for the descending traffic, the car/bicycle/longboard that was sliding/coasting down 1400 North will collide with the left-turning vehicle from Brentwood within a split second.

5. **Connection to Most Dangerous Stretch of 1400 North.** This point cannot be stressed enough. This is one of the longest stretches of steep paved road in Farmington. Every year, drivers of cars, school buses and large construction vehicles find themselves white-knuckling the steering wheel while they slide down this stretch of 1400 North praying their tires grab the road before they hit something. Adding a vehicle intersection to this stretch of road, when it is unnecessary and can be avoided, is not good planning.

6. **Lack of Need for Connection vs. Desire for Connectivity.** There is always a general desire for connectivity of neighborhoods via multiple road access points. Cul-de-sacs are not generally desirable from a planning perspective. However, neither the desire for connectivity, nor the desire to avoid cul-de-sacs, can be looked at in a vacuum. Rather, one must weigh other considerations, such as "is there an actual need for the connection in the specific case?" Here, it is a matter of public record that there is no actual need for the connection from a safety perspective or

otherwise, just a desire for more connections. Why, then, create significant safety concerns by approving the Brentwood to 1400 North Vehicle Access when no safety concerns exist in the absence of the connection?

7. **Feasibility of Connection vs. Safety of Connection.** Although the City Staff originally thought the Brentwood to 1400 North Vehicle Access was impossible from an engineering perspective, it has now been deemed feasible. However, just because the engineering is feasible, does not mean the connection is safe. Putting all else aside, the connection will never be safe due to the lack of terracing on this stretch of 1400 North.

Summary

In the end, the inherent and unavoidable safety issues surrounding any Brentwood to 1400 North Vehicle Access, coupled with the fact the City previously found there was no need for the connection, should outweigh the City’s desire for connectivity and the Welling Way, Cherry Blossom and 1300 North residents’ desire to avoid the additional traffic generated from the 24 new homes.

Thank you for your consideration of our concerns. Cordially,

/s/ Geoffrey & Coty Erickson, 511 W. 1400 North	/s/ Kris & Meagan Kaufman, 1734 North Compton Rd.
/s/ Steve & Chris Moon, 641 W. 1400 North	/s/ Dmitriy & Olga Runov, 1722 North Compton Rd.
/s/ Leslie & Diane Nilsson, 521 W. 1400 North	/s/ Melissa Garn, 376 W. Primrose Ct.
/s/ Steve & Karen Poorte, 531 W. 1400 North	/s/ Marv & Tami Murri, 377 W. Primrose Ct.
/s/ Lucas Grabeel, 501 W. 1400 North	/s/ Shane & April Honey, 391 W. Primrose Ct.
/s/ Jordan Booth, 501 W. 1400 North	/s/ Aaron & Penny Bradshaw, 1706 N. Grandview Dr.
/s/ Brent Geisler, 501 W. 1400 North	/s/ Justin & Alicia Mansfield, 1768 N. Grandview Dr.
/s/ Ron & Joyce Ruskauff, 561 W. 1400 North	/s/ Randy & Jackie Lowe, 329 W. Grandview Ct.
/s/ Bryan & Jamica Wilcox, 1714 N. Canyon Cir.	/s/ Chris & Eryn Parr, 297 West Grandview Ct.
/s/ Shayne & Cathy Hemsley, 663 W. Ridgewood Cir.	/s/ James & Sandra Porter, 1359 Lupine Way
	/s/ Dave & Sharon Mitchell, 1417 N. Foxglove Rd.